



## To-day's Advertisements.

## DIAMOND JUBILEE.

NOW READY! NOW READY!

THE FORM OF PRAYERS  
AND  
THANKSGIVING TO GOD  
TO BE USED ON  
THANKSGIVING DAY,  
20TH JUNE, 1897.

A small pamphlet containing the forms of Prayer and special Thanksgiving (authorised version, just received from London) was published to-day at the office of

"THE HONGKONG TELEGRAPH,"

No. 6, Pedder's Hill.

PRICE, 40 CENTS EACH.

Orders will receive prompt attention if addressed to—

MANAGER,

"HONGKONG TELEGRAPH,"  
HONGKONG.

N.B.—Orders from Canton and Coast Ports will receive immediate attention, and on such orders postage will be added to cost.

## INFORMATION WANTED.

"Things you ought to know, you know!"  
THAT THERE WILL BE A

## GRAND INAUGURATION

OF  
A SERIES OF SEA TRIPS.

Commencing  
TO-DAY (SATURDAY), the 12th June,  
FROM PEDDER'S WHARF.

5 OF HONGKONG'S LARGEST AND BEST  
LAUNCHES.

Intending Passengers can embark from 8 P.M.  
to 8.30, returning at 12 P.M.  
Prices to suit the populace. Refreshments  
can be obtained on board. All tickets issued  
will be available for the season in case of bad  
weather. The whole will be under the personal  
supervision of

SAM MARKS,

Hongkong Hotel.

To whom all business communications should  
be addressed.

Hongkong, 12th June, 1897. [934]

IN THE MATTER OF ORDINANCE No. 2 OF  
1897.

AND  
IN THE MATTER OF APPLICATION OF JACOB  
PULVER WRIGHT, A CITIZEN OF THE  
UNITED STATES OF AMERICA, RESIDING AT  
46, AVON STREET, IN THE CITY AND COUNTY  
OF NEW HAVEN AND STATE OF CONNECTICUT,  
UNITED STATES OF AMERICA, FOR  
LETTERS PATENT FOR THE EXCLUSIVE  
USE WITHIN THE COLONY OF HONGKONG,  
OF AN INVENTION FOR "IMPROVEMENT  
IN AND RELATING TO MACHINES  
FOR MAKING MATCHES."

That JACOB PULVER WRIGHT, given that the  
Ordinance have been duly filed in the Office of  
the Colonial Secretary of Hongkong, and that it  
is the intention of the said JACOB PULVER  
WRIGHT, by WILLIAM ELIZABETH HUNT, his duly  
authorized Agent and Attorney in fact, to apply  
at the meeting of the Executive Council to be  
held on the 15th instant, for the said JACOB PULVER  
WRIGHT, for the exclusive use within the said Colony of Hongkong, of the  
above-named Invention.

And Notice is hereby given that a Meeting of  
the Executive Council will be held in the Council  
Chamber, at the Government Office, Victoria,  
Hongkong, on TUESDAY, the 15th instant, at  
9.30 A.M.

Dated the 12th day of June, 1897.

W. E. HUNT,  
Agent and Attorney in fact,  
for  
JACOB PULVER WRIGHT,  
"Gleaningly," Hongkong.

[934]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR SHANGHAI.

"PAKHOI."  
Captain Stott, will be despatched as above on  
TUESDAY, the 15th instant, at 2 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 12th June, 1897. [929]

FOR WEST RIVER PORTS.

(KONOMOH, KANCHUCK, SAMSHU, SHUOHUO,  
TAKING AND WUOHUO.)

THE Steamship

"WINGTONG"  
will be despatched as above on about WED-  
NESDAY, the 16th instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 12th June, 1897. [915]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"YUENSANG."  
Captain W. Waddell, will be despatched as  
above on WEDNESDAY, the 16th instant, at  
4 P.M.

This Steamer has Superior Accommodation  
for First-class Passengers.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 12th June, 1897. [923]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"SIKH."  
to sail about 18th June 1897.

S.S. "ARL VILL" to sail about 1st July, 1897.

S.S. "AFRIDI" to sail about 15th July, 1897.

S.S. "LENNOX" to sail about 1st August, 1897.

For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.

Hongkong, 12th June, 1897. [282]

FOR NEW YORK.

THE 100 A. 1. British-Ship.

"CLAN MACKENZIE."  
Captain Iddes, having arrived will load here for  
the above Port, and will have quick despatch.

ARNHOLD, KARBURG & Co.,  
Hongkong, 12th June, 1897. [742]

MARRIAGE.  
On the 5th instant, at the Church of Sacred  
Heart of Jesus, Hongkong, Shanghai, the Rev.  
Father Lough, S.J., WILLIAM ALLANSON, of  
Shanghai, to EVELYN, youngest daughter of  
James and Adelaide Rangan.

## The Hongkong Telegraph

HONGKONG, SATURDAY, JUNE 12, 1897.

## THE POSTAL SUBSIDY.

The question of the Colony's Contribution to the Mail Subsidy is a grave one, and while we agree with the Committee of the Chamber of Commerce in the opinions they have expressed on both aspects of the question, we think they are a little indefinite, and have omitted to notice some of the more important features of the case.

What is the case? The British Government subsidizes the P. and O. Company to carry mails to the Mediterranean and Eastern ports—India, Australia, Straits Settlements and China—and India, Australia, the Straits and Hongkong are called on to contribute towards the payment of that subsidy. Hongkong has, since 1883, contributed £5,000 per annum and is now called on to pay a very much larger share. With a degree of politeness not always shown on these occasions to Crown Colonies, this Government has been asked to favour the Imperial authorities with its opinion on the justice or otherwise of the basis on which this additional levy is to be calculated, and sundry figures put together by the authorities at home have been sent out for consideration in support of the proposals. The Governor, on receipt of these papers, referred them to the Chamber of Commerce for their opinion and the Committee of the Chamber appointed Messrs. WHITEHEAD, EDZ, and HERBERT SMITH a sub-committee to consider and report. We have got the sub-committee's report. We have had the Committee's letter to the Governor in reply to his request for light.

Now, the first thing that strikes us in endeavouring to arrive for ourselves at an opinion on the point is the absence of any sufficient material on which to form a sound opinion. What is the total amount of work done by the P. & O. Co. for this subsidy; for whom and in what proportions is the work done, i.e., what weight of mail matter is carried for each of the parties from whom contribution is sought; for what distances, at what speeds, and with what degree of regularity; what amounts, gross and net, are recovered by the several parties in respect of the mail matter carried for each, and what amount of profit does each derive from the working of the subsidy? Until these questions are answered, the P. & O. Co. sea carriage can be made by anyone, and the Home Government have only supplied one of these elements, and the least important—the distances. The Postal Union has, as the Committee's letter points out, and as we all know, practically eliminated the question of distance from all postal calculations; a letter is carried to any Union country far or near for 2d. There are not to be found in the Colony, so far as we can ascertain, any Post Office statistics, blue-books, reports, or figures of any sort, except our own, and these are so imperfect and so muddled that they are of very little use. There is not in the Colony, we believe, a single copy of the British Postmaster General's Annual Report. We know in a general way that that Department of the Government makes a handsome annual profit of over three millions of pounds sterling out of the entire Post Office business. We presume this is calculated after payment out of the gross receipts of all postal subsidies, and that, therefore, the Post Office costs the British taxpayer nothing. The post office business pays for itself and leaves a surplus over which goes in relief of the general taxation at home. Why should we then contribute anything? The Military Contribution is a different thing, justified on different grounds. The Army and Navy are paid for out of the taxes levied in the United Kingdom, and we are asked to help to relieve the taxpayer of some portion of the burden. In connection with the adjustment of the Postal Union Accounts, we already pay our proper proportion of the expenses of transmitting the letters. Last year we paid out of the postal revenues \$51,713 to the United Kingdom and \$37,219 to other countries as our share, and this in addition to the £6,000 squeezed out of us by the Imperial Government as our special contribution to the Postal Subsidy. We confess we do not see any grounds on which we should pay any contribution to the P. & O. subsidy. We think the Committee and sub-committee ought to have raised the previous question and asked if we ought to pay any subsidy before answering the question, or considering the question of amount.

## NOTES AND COMMENTS.

## THE QUEEN'S EMPIRE.

Among the numerous publications issued in connection with and in commemoration of the Diamond Jubilee Year few will be more popular, appropriate or longer retained as a memento of the event by those who obtain it than the fine series of reproductions of photographs dedicated to Her Majesty and entitled "The Queen's Empire," published by Messrs. Cassell and Company. The publishers state their purpose to be the bringing together a collection of photographic pictures which will represent with absolute accuracy the present condition of the British Empire and consequently views have been gathered from all quarters of the Empire, including the most remote and lonely spots where the British flag floats. The work will show

the lives of Her Majesty's subjects the world over so far as can be accomplished pictorially and from it can be gathered in a few minutes a good idea of Greater Britain, its people, scenery, buildings and the contrasts of the various lands and the people inhabiting them. The first number of "The Queen's Empire" deals with the Government of the Queen's subjects and various buildings are shown from the Houses of Parliament down to the modest Government House at Port Moresby, New Guinea. The publication is to be by monthly parts at the very moderate price of sixpence each, and we feel convinced that the English speaking public will hasten to avail themselves of the chance of obtaining such a valuable collection and thus accord Messrs. Cassell & Company the support which they so richly deserve in their undertaking.

## MEDICAL INSPECTION OF SHIPPING.

We feel very doubtful about the proposal to detain and medically inspect every vessel coming into this port. We are afraid that however theoretically desirable it may be to do so, that practically it is impossible. To be of any value the inspection must be thorough and universal; it must be applied to everything that enters the harbour and it must cease to be the very perfunctory arrangement that now does duty for medical inspection. To do it as it ought to be done it will cost a very great deal too much. It will require at the least four additional medical officers, two for each entrance to the port, and one in reserve for emergencies and to supply casual vacancies in the working staff. That means a large addition to the cost of the Administration in salaries alone, to say nothing of the cost of steam launches, observation wards, &c., &c. The daily average of vessels entering the port was last year ninety-four—ships, steamers and junks, all included. Nearly three millions of passengers arrived in Hongkong in 1896, or nearly eight thousand a day, and in addition the crews of the vessels entering port totalled nearly half a million. If all these are to be inspected, even cursorily, four officers will be wholly insufficient, giving only ten seconds to each inspection. A month of such work would kill the men. In 1894 there was a special inspection of junks coming from the westward only. It was the hardest work the two naval officers who undertook it ever had and it only lasted a month.

## ANOTHER SERIOUS CONSIDERATION.

There is another consideration. This inspection can only be carried on by day. Steamers and junks may not therefore enter during the night. That is a serious trouble to junks, which must make use of the tide when it serves. Steamers are independent of the tides, but the loss of time in loading and unloading will be tremendous and will be another heavy loss of balance of profit or loss. Shall we gain more by adopting these precautions against the introduction of disease than we shall lose in the shape of additional salaries and expenses, and in the heavy loss of time in carrying out shipping operations? All that additional cost is in the nature of an insurance premium against the introduction of infectious diseases and the consequent losses. Will the proposed expenditure in fact insure us against plague, cholera and small-pox? If it does, are the risks so grave that we can afford to pay so high a premium? We fear that the protection will not be by any means complete, and we doubt if such protection as the proposed new methods will afford will be found to be worth the expense.

## REUTER'S MESSAGES.

## RUSSIA.

LONDON, June 10th.

The Tsarina has given birth to a daughter.

TURKEY AND THESSALY.

The Porte has ordered the collection of the sheep tax in Thessaly and has appointed a Turkish Governor at Pharsala.

The Porte officially denies the reported atrocities in Thessaly and Epirus.

TURKEY AND THE CESSION OF THESSALY.

The Daily News' correspondent at Constantinople states that Tewfik Pasha has informed the Ambassadors that it is against the Muslim religion to restore territory conquered by the shedding of blood. The German Ambassador supports Tewfik Pasha.

LOCAL AND GENERAL.

\* \* \* THE first series of our Diamond Jubilee pamphlets are ready. *Vide* advt.

THE first of Mr. Sam Marks' harbour excursions leaves Pedder's Wharf to-night at 8.30.

SIR HENRY IRVING will unveil the Siddons Memorial on Paddington Green at noon on Monday, the 14th instant.

SIR NICOLAS O'CONNOR, the British Ambassador at St. Petersburg, will probably go to Karlsbad shortly, to take the waters.

THE Diamond Jubilee Choir met at the City Hall at 5.30 p.m. to-day for combined practice of the "Hallelujah Chorus," and other numbers.

THE Grand Council of the Primrose League has decorated Mr. Balfour. He has been made a Grand Commander of the fifth grade of the Order of the Grand Star.

THE Duke of Cambridge was the principal guest at the Jubilee Dinner of the Institution of Mechanical Engineers, which took place at the Hotel Cecil, London, last month.

WITH the Times of June 1st will be published a coloured portrait of Her Majesty the Queen, measuring 22in. by 17in., and with the large of June 2nd a facsimile reprint of the Times of June 2nd, 1838, containing a full account of Her Majesty's coronation.

THE gold output of the Rand for April last was 235,503 oz., being 3,633 oz. above the highest on record. That is a bit of land evidently worth "pacytlyng" almost immediately if not sooner!

THE Rev. C. H. Salisbury, who was lately appointed Chaplain to H.M.S. *Undaunted*, as previously announced in our columns, arrived yesterday by the P. & O. steamer *Canton* to join his ship.

WE understand that Lady Boller, the wife of Vice-Admiral Sir Alexander Boller, K.C.B., Commander-in-Chief of the British Far Eastern Squadron, is now on her way to Hongkong en route for England.

AN interesting summary of the last annual report of the Missions to Seamen is published as a supplement to this issue of the *Hongkong Telegraph*. It has occurred to us that in this form it will be handy for seamen to take with them on board ship to peruse while at sea. The Mission is doing a great and good work and deserves hearty support from "Jack" and those who have his welfare at heart.

REFERRING to the so-called Belgian loan negotiated by Sheog Tsotai for the Hankow-Peking Railway, a native friend informs us (*Shanghai Mercury*) that there is a clause in the contract to the effect that French engineers shall be engaged for the construction of the line. We further learn that the diplomatic representatives of France and Russia have lent material assistance in bringing the contract to a successful issue.

IT is (says the *Mercury* of 7th instant) mentioned in to-day's *China Nan Pao* that separate concessions of a Settlement in Amoy will be granted to Russia, Germany, and Japan. The Viceroy of Minchi, Pien, by order of the Tzongli Yamen, has already deputed an official named Chang Chookwei to survey the different sites [The *China Nan Pao* had better wake up. The *Hongkong Telegraph* gave publicity to this information fully two months ago.]

CHONG HOI, cashier, was brought up on remand to the Magistracy this morning on a charge of embezzlement. Mr. J. Hastings prosecuted and Mr. C. D. Wilkinson appeared for the defence. Capt. Thompson, of the Ordnance Department, gave evidence that his wife paid a bill for about \$39, the receipt of which was produced. The master of the shop was cross-examined at great length by Mr. Wilkinson, after which the case was dismissed owing to want of evidence.

IN the House of Commons, on the 21st ultimo Mr. Balfour made an important statement regarding the Irish policy of the Government. He said that during next Session measures will be introduced for Ireland to the following effect:—1st. A Poor Law; 2nd. Establishment of Local Administration, which would be elective; 3rd. The grant of Imperial subsidies for cultivating land of rural rates, and the tenants of half of the county cess. The speakers of all parties, including Mr. Healy, concurred in welcoming the scheme of Government.

SOME doubt still appears to exist as to whether the *Undaunted* will be placed in the southern or northern division of the station. However, as the necessary repairs and alterations to the ship will occupy some months, the ship's company need have no fear of being hurried off to Singapore just at present. The ship will turn her crew over to the *Tamar* on the 24th instant, and go to dock for an overhaul. We presume that the presence of the *Undaunted* on the *Tamar* will mean another lease of life for the old *Victor*, as it will hardly be possible for the Commodore to turn over with another crew in possession, and the *Undaunted* are likely to be there until the end of August.

IN connection with the ocean race between small boats which left here on Wednesday for Marseilles, San Francisco and Vancouver, it should be mentioned that another probable competitor, the N.Y.K.'s new steamer *Kanagawa Maru* left the same day at 4 p.m. for London. Her first port of call is Singapore and then she touches at Colombo. The *Kanagawa* is a 331-knot boat and made her run from Kobe to Hongkong in the good time of 4 days 18 hours. It is probable that she will reach Colombo a few hours ahead of the French liner *Sydney*, and thence to the home ports both vessels should be able to have a very fair trial of speed. The *Sydney*, as we stated on Wednesday last, left her moorings promptly at 1.04 p.m.

THE Naval Brigade has already commenced its preparations for the grand display to be held at Happy Valley on Diamond Jubilee Day. The men are being drilled on the stretch of ground in the rear of the Torpedo Depot at Kowloon, but as no one, so far as we can gather, appears to have any idea as to the programme to be carried out at the parade, there is a good deal of uncertainty among the Naval officers concerned as to what evolutions will be performed and there is a good deal of needless work. It appears to us that the best way out of the difficulty would be for the two services to hold a combined rehearsal parade at Happy Valley at as early a date as possible so that each contingent may know exactly what is required of it.

JAMES SUTHERLAND, a gunner of the Royal Artillery, appeared at the Magistracy to-day charged with assaulting Mr. Osborne, the proprietor of the Bay View Hotel, on the 23rd May, and also on a second charge of assaulting Mr. Hill, Mr. Kennedy's assistant, on the same day with intent to do bodily injury. Mr. Osborne gave evidence that on the day named he heard a disturbance in the bar, and entered. Two soldiers were seated near a table drinking. Some bottles and glasses had been broken by them and on speaking about it one of the men assaulted him. He could not swear that the defendant was the man but his assistant could, and as both could not leave the Hotel at the same time the case was remanded till Tuesday next at 10.30 a.m. Bail was not allowed as the second charge was of a somewhat serious nature.

THE Diamond Jubilee Subscription List closes on Wednesday next, the 16th instant, not to-day, as was incorrectly stated in our "extra" issued this afternoon. The Hon. Treasurer will be glad to receive subscriptions until and including Wednesday next.

THE rehearsal of the steam launch procession this afternoon was a great success and it is now fairly certain that, given fine weather, the aquatic part of the Jubilee celebration will be a credit in every way to the colony and all who are working together with a will to make a record show in the record year.

IN his *Weekly Share List* issued to-day Mr. Georg writes:—Bosars' during the week under review has been of a rather unsatisfactory nature, most of the principal stocks, viz. Banks, Drives, Insurances, Lunds and China Sugars having ruled weakish, while Mining shares have more or less declined to a considerable extent. The only stocks which show some improvement are Ropes, Ice, Tramways and Cotton shares—Green Island are down to \$33, and weak at the rate.

A DISPATCH to the *Pall Mall Gazette* from Belfast says that inquiries tend to confirm the previous information to the effect that a yacht is about to be built in Ireland to compete not only for the Queen's Cup, but for the America's Cup. The yacht is to be built by a syndicate including Mr. Gustave M. Wolf, M.P. for East Belfast, and a member of the Belfast ship-building firm of Harland and Wolff, the Marquis of Dufferin, the Marquis of Londonderry and Major Sherman Crawford. The new yacht will probably be built in Hill's yards at Carrickfergus, and she will fly the flag of the Royal Ulster Yacht Club, of which the Marquis of Dufferin is Commodore.

## THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## RESULT OF LAST YEAR'S WORKING.

Messrs. Jardine, Matheson & Co., General Managers of the Indo-China Steam Navigation Company, Ltd., courteously inform us that they have received a telegram, dated London 11th June, reading as follows:—

"General meeting of shareholders will take place on the 17th June. Report for last year forwarded by to-day's mail. No dividend will be declared. We are bringing forward £1400. Balance at credit of underwriting account, £50,000. Exchange reserve, £3,000."

## THE LIGHT DUES QUESTION.

## Chamber of Commerce,

Greenock, 11th May, 1897.

We have received the following letter from the Secretary of the Chamber of Commerce for publication, and have much pleasure in complying with the request:—

DEAR SIR:—This Chamber have to acknowledge receipt of your favour of 28th January last, enclosing copies of the memorials presented to His Excellency the Governor by the representatives of your shipping interest, and from your Chamber to the Colonial Secretary, and they cordially approve of the protest made, and trust on consideration the executive Government will not impose any further charges on shipping visiting Hongkong.

The tendency of the present day is to cheapen the charges on shipping, and all the newer ports in this country have made considerable reductions with the view of encouraging export to accept charters on most favourable conditions, knowing that these merchants will be recouped by the preference given.

Freights all over the world have within recent years suffered a considerable decline, and in many cases, including your own local traffic, the reduction, we feel satisfied, exceeds 50 per cent. This itself should cause the Government to pause before inflicting greater burdens on shipping.

As you state, the Home Government have had our light dues question under their consideration for some time, and it is expected they will very shortly reduce the charge to a rate more in accordance with the actual cost.

It is mainly owing to the fact that your merchants and the shipping visiting your port are free from all dues, that Hongkong has gained the position it now occupies, being the principal shipping emporium of the Far East, and we feel satisfied, if your Government will to retain that position for the port, they will either do away entirely with the charge now existing for light dues, or at the very least bring the rate down from this source down, and more into line with the actual expenditure. We observe that the cost of the whole lighthouse establishments, including maintenance and repairs, amounts to \$16,870 per annum and that the estimated revenue at 2d. cents per ton, the burden your Government propose to inflict on shipping, would realise \$113,000, showing that, after allowing an ample margin for variation in tonnage, the expenditure for maintenance and repairs would be covered by a charge of 1 cent per ton, which would yield about \$6,000.

We shall watch with interest your further efforts, and trust you will be able to get your Government to make Hongkong, not only in name, but in fact, a free port.

Yours truly,

W. HARDIE,

Secretary, Chamber of Commerce, Hongkong.

## DIAMOND JUBILEE SUBSCRIPTIONS.

The Hon. Treasurer begs to acknowledge with thanks the receipt of the following contributions, viz:—

Already acknowledged	\$53,014.84
Chartered Bank of India Australia and China	700
Occidental and Oriental S.S. Co.	250
Pacific Mail S.S. Co.	250
Estate of the late D. Munro	250
Dr. Noble	100
Hon. T. B. Whitehead	100
Mr. & Mrs. F. Dowdell	50
J. S. Van Buren	50
D. E. Brown	50
M. B. Polshwa	50
Philip Cameron	25
C. H. Cook	15
Rev. G. R. Vallings	10
J. A. Light	10
W. G. E. Gibson	10
Chas. R. Scott	10
H. Rutter	10
A. M. P. dos Remedios	5
G. Neuburn	5
C. H. W. K.	5
L. d'Arango Rosa	5
	\$54,969.84

Mr. Thomas Jackson, the Hon. Treasurer, will be pleased to receive further subscriptions.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## ANOTHER NOCTURNAL NUISANCE.

To the Editor of the "Hongkong Telegraph."  
SIR—As you have recently dealt with the grievances of some of our citizens arising from the nightly overloading of the "Sung-sung" of the West, I beg for a little space in your popular columns to draw attention to a nuisance which is really insupportable. The Government Civil Hospital is the one place which suffers most in this case. In its vicinity there are many buildings whose occupants take the unprecedented privilege of having on their premises specially bred Chinese vocalists (or "singing") who, as those who have heard it will testify, are accompanied by their frightful pipes and other instruments, from the afternoon till an early hour in the morning—generally till 2 or 3 o'clock.

I write this because in the Hospital there are many persons who sleep during the night as the only relief for their suffering. But they are unfortunately unable to get this rest since there is this unwarrantable noise going on. There are many nuisances in this colony and complaints are daily made about them, but this is certainly the greatest. No person can suffer more than those in a Hospital, which should be a model of quietness, but in this case it is just the contrary. The authorities are to blame as they allow this nuisance to go unchecked while there is a Police Station close by, and on the other hand, as your correspondent says, prosecute hotel or tavern keepers whenever they sell intoxicating drinks after midnight.

This nuisance should at once be stopped and there is no reason why the Chinese should have a right to do what they please. A newcomer would think a special law existed for their benefit. In writing this note I am expressing the views of many who have the misfortune to be in the Hospital and I hope this will have the desired effect and that some action will be taken at once.

I am, Sir, Yours &c.,

AN IN-PATIENT.

Hongkong, June 12th, 1897.

## THE CHINESE ILLUMINATIONS.

To the Editor of the "Hongkong Telegraph."

SIR—Knowing that you are ever disposed to give all classes fair play, may I ask a little of your valuable space on behalf of myself and many other Chinese shopkeepers? We are all doing our best to honour Her Majesty Queen Victoria's glorious reign and have arranged for the best illuminations in our power to grace the celebration. We do so, however, with some misgivings, in the light of the treatment we received during the last and previous Chinese New Year's celebrations. We then made some display, only too soon to find that our lanterns had been smashed by canes in the hands of coarse bullies, especially soldiers and sailors, and also a few drunken civilians. I, with many of my countrymen, have gone to some expense in order to do fitting honour to the Jubilee and you must admit, it will be very discouraging if we are to receive the same bad treatment this time. For myself I would sooner pry them to leave us alone than we would to damage our efforts to honour one whom all Chinese regard with the deepest respect. In any case I trust the worthy Captain Superintendent of Police will so dispose his forces as to save us from the bitter experience of which we have had too much in the past. Hoping you will find space for this,

I am, Sir, Yours &c.,

A SHOPKEEPER.

Hongkong, June 12th, 1897.

## THE TEA MARKET.

SHANGHAI, June 7th.

With the departure of the China Mutual steamer *Onia* from Hankow with a cargo of some 60,000 half-chests of tea for England and the Continent, all interest in the home trade for the year 1897 will practically cease until such time as the wires flash the news of the reception of this cargo. It is, of course, impossible to forecast results, but a general opinion prevails that the laying-down cost all round of the article has been at such a reasonable limit as to preclude the possibility of any serious losses, except in the case of a few early buyers. The 45,000 half-chests are destined for Mingling Lane and the remaining 15,000 half-chests for Hongkong and other Continental ports, and as only about 700 tons of new tea have yet gone forward to London by mail and other steamers, the *Onia's* cargo should have the home market all to itself for a time, for it is hard to believe that shippers will repeat the same mistake of last year of sending out further supplies in such quantity as to handicap their present very reasonable prospects of fair results. An element of safety lies in the fact that cheap tea is not likely to go forward than that already on the way.

The early rush and postulant valuations of a first crop of 900,000 half-chests will happily fall far short of realization, for it is now practically estimated that the 120,000 half-chests sent last year, figures which significantly speak for themselves. Buyers for Russia have practically withdrawn from the market, and possibly will not re-enter it until the arrival of the second-crop tea, the whole of which they can comfortably take if the quality warrant.

On the whole, buying may be said to have proceeded slowly and cautiously, and there has been an absence of any of those spasmodic recoveries of prices to which the native bongs are so accustomed to look.

The quality of this crop has not on the whole been disappointing. The first Keenmen are quite up to old form, the two crack chops Singan and Mingan realising 12s. 4d. and 12s. 3d. 18d., @ 1s. 10d. per lb. Some of the Mingchows were noticeably fine, the best tea of the season, being taken by a Russian firm at a figure in the neighbourhood of 12s. 6d.; while the well-known Keenmen was portioned out among several buyers at 12s. 6d. or 1s. 10d. per lb. The head chops of Kowloon were better than they have been for some time, and are particularly suitable for America, where they can be laid down at 13s. 12d. per lb. Opinion as to the quality of the Hankow district teas varies considerably, but if *Onia's*, *Lyngs*, and *Kowloons* were many distinctly desirable teas for the London market. A great disappointment this year has been the large quantity of damaged tea, almost unmarketable stuff, which must await the severest test of the middlemen. In fact the differences are estimated by the best informed to amount to no less a sum than 12s. 200,000, a figure very likely to be further increased. Some of the Mingchows are said to be dropping 12s. 30d. per picul. How far much of this grief might have been averted by the use of the rolling machine or the stocco is a question that may well interest tea-men. —*N. C. Daily News*

## NELSON.

The brilliant monograph which Capt. Mahan wrote upon the career of Farragut gave some earnest of his power as a biographer, which the two splendid volumes of his *Life of Nelson: The Embodiment of the Sea Power of Great Britain* (Sampson Low and Co., Ltd.) abundantly confirm. We remarked recently that the scope of the historian, linked to the biographer, is perhaps not so great as in the case of one who deals with the great conditions in which men are lost in their actions. Yet a close study of Capt. Mahan's work shows that he displays a marvellous grasp of the personality of his subject, such a philosophic understanding of the correct of Nelson's thoughts under the sway of his ideals, that the influence of the man upon history shines out of the book just as the influence of sea power was developed in the former volumes. Capt. Mahan describes his method very accurately, and the book is certainly the fruit of minute and careful consideration of his subject. He has made an accurate and scholarly study of Nelson's correspondence, analysing it in order to detect the leading features of temperament, traits of thought, and motives of action which it reveals. It was then his purpose "to conceive within himself, by gradual familiarity even more than by formal effort," the character of the hero. He has accordingly, so to say, lived with his subject, and has become familiar with his strength and his weakness, with the ideas that ruled him, the springs of his action, and the purpose for which he lived. Then, successfully, he has sought to convey these to the reader, partly in the form of ordinary narrative, and partly by such a grouping of incidents and utterances, whether simultaneous or scattered through his career, as should serve by their joint evidence to emphasize particular traits or particular opinions. The same method has been pursued in regard to the external part of Nelson's career, the aim being to show, not only what he did, but the principles which dominated what Capt. Mahan calls his "military thought," and guided his "military action," or "it may be such chances as most inevitably occur in the development of a man who truly lives." The study is thus a close and complex one, carrying the reader on with growing convictions towards the close, but the difficulty of disentangling the leading features in a brief review is almost insuperable. Yet here and there Capt. Mahan pauses in his narrative to lay stress upon particular characteristics of Nelson. He makes a considerable feature of that dominant impulse of the hero, his love of honour and glory, combined with his vanity and occasional petulance. These were united with great charm of manner, which impressed all who came into contact with Nelson, and were sanctified, we may say, by his unflinching hardness and courage. "I leave you to judge of my situation," wrote Horatio, one of his midshipmen at Santa Cruz, "when I beheld our boat approach with him who, I may say, had been a second father to me, his right arm dangling by his side while with the other he helped himself to jump up the ship's side, and, with a spirit that astonished every one, told the surgeon he must let his instruments ready, for he knew he must lose his arm, and that the sooner it was off the better." This and many other things are quoted by Capt. Mahan to show the courageous spirit that sustained Nelson throughout his career. Again and again, too, he illustrates Nelson's tenacity of conviction and fixity of purpose, as where he acted on the promptings of his practical judgment and natural sagacity in abandoning the West Indies as he had a month earlier abandoned the Mediterranean.

"Still, as before, his judgments, if rapid, are not precipitate. Though characterized by even more of insight than of reasoning, no conditions are left out of sight, nor, as he declared, was a deal of care turned to any suggestion. Upon the whole, one is more struck by the accuracy of the inferences than by the antecedent processes as summarized by himself, yet the weight of evidence will be found on the side of his exposures. Errorous in particular, the general conclusions upon which he bases his future course are justified, not only by the results now known to us, but to impartial review of their probability at the moment. Most impressive of all, however, is the strength of conviction, which lifts him from the plane of doubt, where unaided reason alone would leave him, to that of unhesitating action, incapable of looking backward. In the most complete presentation of all his views the one he wished brought before the Prime Minister, if his conduct on this momentous occasion were called in question, he ends thus: 'My opinion is firm as a rock that cause, order, or inability to perform any service in these seas has made them resolve to proceed direct for Europe, sending the Spanish ships to the Havannah.' It is such conviction, in which opinion rather than passion is a man that is possessed by him, that exalts genius above talent, and imbues faith with a power which reason has not in her gift."

This brilliant appreciation of Nelson's genius receives many other illustrations in this book, and various sidelights of his character serve to the building up of a complete portrait of his personality. We seek, then, the evidences which Capt. Mahan arrays of Nelson's professional characteristics. There is his strong sense of duty, illustrated constantly up to the last hour of his life, though dimmed on certain occasions, as in the case of *Cascello* and the later deliberate refusal to obey Lord Keith's orders. In regard to the former, Capt. Mahan—after remarking that Nelson had lived for four months in close intimacy with the woman who had won his passionate love and who was the ardent sympathizer with the Queen of Naples—says that the abrupt execution of *Cascello*, as an explosion of fierce animosity long cherished, might have been pardonable in a Neapolitan Royalist, but not in a foreign officer only indirectly interested in the issue at stake. The disobedience to Lord Keith's orders leads to a brilliant discussion of the question of obedience, and to the conclusion that Nelson, after "stillifying" his conscience, as he afterward described the moral condition, might have met condemnation with a clear conscience, "but no military tribunal can possibly accept a man's conscience as the test of obedience." Here we may say that Capt. Mahan deals with Nelson's

relation to Lady Hamilton in a wholly satisfactory manner, neither exaggerating nor diminishing her influence upon his career, and never for a moment betrays into kindly tolerance of Nelson's trampling under foot of loyalty to friendship, of the sanctity which man is fain to see in the woman he loves, of all else that most appeals to man's self-respect and regard for the esteem of others. Lady Hamilton was the woman of conspicuous beauty and consummate art who ministered to Nelson's rank and hearty draught of flattery which was power to resist.

"She was a brave, capable, full-blooded efficient woman, not to be daunted by fears or scruples, a woman who, if only nerve and intelligence were required, could have done her best at any task, could have fairly depended upon. There was in her make-up a good deal of egotism, and she could appreciate and admire heroism, and, under the stimulus of excitement, of self-conscious magnanimity, for the glitter of effectively performance and the applause of onlookers, she was quite capable of heroic action. It was this daring spirit, clearly akin to much that was best in himself, and which she made proof under his own eyes, that Nelson recognized; and this, in the thought of the writer, was the hope of her charms and by her tenderness towards himself, projected such a singular phantasm or romantic perfection."

From this interlude upon the misguided passion which shed such lurid light upon Nelson's personality, we turn gladly, though want of space forbids, to the main theme, to Nelson's constant purpose in his career, his professional courage and fearlessness of responsibility, and his inborn aptitude for diplomacy. As an instance of Capt. Mahan's thoroughness it is (says the *Army and Navy Gazette*) interesting to note that he has taken up the strategic formula of the "fleet in being" and has described how little its effect was shown in Nelson's conceptions.

"When a particular opinion has received the extreme expression now given to that concerning the 'fleet in being' and apparently has undergone equally extreme misconception, it is instructive to recur to the actual effect of such a force upon the practice of a man with whom such a force was never in excess of the facts of the case, whose imagination produced in him no paralyzing picture of remote contingencies. Is it probable that, with the crew of 1800 at stake, Nelson, had he been in Tourville's place, would have deemed the crossing of the Channel by French troops 'impossible,' because of Tourville's 'fleet in being'?"

That Nelson did not attribute an absolutely deterrent effect to such a fleet is clear—even in the case of the British fleet in the Mediterranean—from the constant fear expressed in 1794-95 lest the French should land men in force between Genoa and Savona. As might have been expected, Capt. Mahan is never tired of seeking out the evidences of Nelson's strategic and tactical ideas. He centres perhaps the greatest interest upon the hero's instant seizure of the main objective, and this as particularly exemplified in what he regards as Nelson's most arduous undertaking, namely, the Battle of Trafalgar, in which, as he urged upon Sir Hyde Parker in his memorable letter, the "holdest measures were safest." Nelson's understanding of the situation, says Capt. Mahan, was, in truth, both accurate and profound. In the northern combination Paul was the trunk, Denmark and Sweden the branches. Could he get at the trunk and he would down, the branches would fall with it, but should time be spent in lopping the branches, his "power would be weaker when his greatest strength is required." So, too, in regard to the incident of the "blind eye." Capt. Mahan is reluctant to believe in the remissive character of Parker's signal, remarking that there is a time to be blind as well as to see, though, of course, having reference to what he has already said in regard to the question of obedience. But he puts Nelson's merit in this matter admirably, illustrating again the ringleness of purpose with which he went direct, as if by instinct, to the right means of victory.

"The man who went into the Copenhagen fight with an eye upon withdrawing from action would have been beaten before he began. It is the clear perception of this truth, and his firm grasp of it, that the vast merit of Nelson in this incident depends, and not upon the disobedience; though never imperative, more glorious, to tell, with clipped ships and mangled crews, through difficult channels, under the guns of the half-beaten foe, who would renew his strength when he saw the movement, would be to court destruction—to convert probable victory into certain, and perhaps overwhelming disaster." It was not, however, only his superiority of judgment or of fighting quality that Nelson in this one act towered like a giant above his superior; it was in that supreme moral characteristic which enabled him to shut his eyes to the peril and doubts surrounding the only path by which he could achieve success, and save his command from a defeat verging on annihilation."

We have endeavored in this review to give our readers some conception of Capt. Mahan's methods. We might have gone much further, for the book is full of suggestion almost at every page. It is a masterful and convincing presentation of the "embodiment of our sea power," and we thank the accomplished author for the new service he has rendered to naval literature. Whatever could be done to make the book attractive has been done. It is embellished with choice portraits of Nelson and his contemporaries, accompanied by excellent battle plans, and furnished with one of the best indices we have ever seen.

## "T'WAS IN TRAFALGAR'S DAY."

Who says that the patriot's story is told as a thing of the past? Who says that our glory is glory by the glamour of gold is overcast? True, many sweet fables are remembered. No more by the brave and the bold. But we never have forgotten the valor of the mightiest 8th of the Sea. Ay, we never have forgotten Trafalgar. Nor the hero who perished to give lasting life to our fame on the ocean. That our daily-worn freedom might live, 'Tis to him that we owe all our glories, And that still we have power to engrave On our scroll that proud boast of a seaman: "Britannia holds her own." Can we say that by deeds of true heroes Our spirits no longer are moved? When we've crowded him again with our laurels, And hoisted the flag that he loved? On temples of commerce and glory, And hither and thither over the main, Light on the subject.

Let the present be ever as mighty  
As, over the heights of the past,  
Blows a breath of the past's great romance;  
In fancy again we are daring  
Stars and legions of France.  
Again, to the greatest of seamen  
The flag of the foe is banded down,  
And the glorious gem of Trafalgar  
Is set in our ocean-wreath crown.  
Once again a great nation is weeping  
At that scene in the Victory's hold  
Where he died for the flag of his country,  
And we laid him to rest 'neath its fold.  
O, say not that patriotism  
Our spirits no longer can sway,  
When the names of Trafalgar and Nelson  
Can stir every Briton to-day.  
—People.

## UNDER THE STARS AND STRIPES.

## A "RECORD" SHIP FOR CRUELTY.

The American press is beginning to wake up to the fact that some of the ships flying the Stars and Stripes are, after all, not the floating paradises that they are often described as by captains and owners. Here is a pitiable narrative of brutal cruelty exercised on an American vessel that arrived at San Francisco from Sydney (N.S.W.), on the 3rd May.

A warrant has been issued for the arrest of Mate McNichols of the American bark *Harry N. Morris*, says the *Bulletin*, on complaint of an aged seaman named Andrew Anderson. The *Morris* arrived in port from Sydney after a voyage that may place her in the same category with the notorious *T. F. Oakes*, now the *New York*. The *Morris*, like the *Oakes*, seems to be one of those vessels that are doing so much toward driving the American seaman off the high seas and lowering the standard of the American ship in the eyes of the world. The arrest of the mate has developed an unusually sensational tale of cruelty to sailors, and as Captain Lane, the vessel's commander, is not known as a sweet little cherub or anything that has wings, it is worth the while of the United States authorities to make a thorough investigation of the case of the skipper and his mates.

The *Morris's* officers not only appear to have welded the believing pin on the voyage to San Francisco from Sydney, but also played a lation on mariners' credulity on the trip for San Francisco to Sydney. The crew left the ship at the latter port, after preferring charges against the ship's officers with the United States Consul. The Sailors' Union of San Francisco has received a statement, signed by the ex-members of the *Morris's* forecastle, that, if correct, should begiven instant attention to by men who have the interest of the American merchant marine at heart. Before relating the adventures of the *San Francisco*-Sydney crew of the bark, Anderson's story must be told. The old sailor, who looks to be about 65 years of age, weak and slow of movement, alleges that on March 27th, while performing some work on deck, Mate McNichols, annoyed at his slowness, struck him on the head with an iron belaying pin, cutting open the scalp and felling him to the deck. McNichols threatened to kill the sailor before San Francisco was reached. United States Attorney Foote caused a warrant to be issued for the mate's arrest. But Anderson's troubles seem mild in comparison to those of the outward-bound crew. The statement forwarded by the men to San Francisco to head off Captain Lane and his mates here, is a nice way to persecute concerning a vessel that flies the flag of a free country. Here it is:—

"We joined the *Harry N. Morris* in San Francisco on October 24th, 1896. The officers were Captain Lane, Mr. Perry and Mr. McNichols. The morning we sailed, a young man came on board, and we learned that he was to take Perry's place as first officer. He was Henry Speyer, and he lost no time in arranging with the second mate how the ship was to be run. As we were cutting the anchor the first mate kicked the cook in the stomach for 'standing around the salons.'"

"On October 27th at 4 a.m. the first officer's watch on deck, we started to wash down. Seaman Allen came on deck with a muffer around his neck, the weather being cold. The first mate called him and asked, 'You are a union sailor, are you?' He struck the man on the nose until it bled and said, 'Now you fill that muffer with blood, will you, and throw it aboard!' He also struck Seaman Payne with a deck bucket and knocked him senseless. On October 28th, while I was at the wheel, the officer came on deck to take observations, and could not get a fix. He told me to luff. I did not hear him, and he sang out again. He then pulled out a belaying pin and struck me on the head, knocking me senseless. Captain Lane and his wife witnessed this and said, 'That serves you right.' After dinner I asked the captain for medicine. The first mate handed this and asked, 'Is this medicine?' He then beat me again. October 30—Second Mate McNichols came on deck and the first officer gave him instructions to beat the sailors if they did not get up. October 30 and 31 were memorable days. There was fighting on board all the time. Captain Lane told his officers to 'give it to the men if they are looking for trouble.' In the afternoon we shifted sails on the forecastle. The second mate was aloft and the first mate and four seamen on the deck. The order was given me to slack the gafflines and to another to overhaul the sheet. The mate said to me, 'Get up there and grabbed me. 'Are you waiting for a written law?' he asked. 'Will you remember that you are not on the coast, where you can talk as you d—d please? I'll hang for you!' Here he struck me five or six times. My eyes were swollen and closed and my teeth bleeding. I tried to run away to the after cabin to ask Capt. Lane to stop the beating. But the captain closed the door and told me to get up there to help him. The brutal first officer then went forward and told me he would fight any one of them. A man named Lang took him up. The mate was too much for Lang, and kicked him so badly that he could not work for a whole watch. On this same day the second mate assaulted seaman Allen C. Smith.

"Trouble continued until December 6th. The first mate was on the fight. He beat and kicked the men all day. Lang dropped some grease on the deck and was beaten into insensibility for his clumsiness. Seaman Matthews protested and was set upon by the first mate. McNichols got the worst of the fight. When Speyer came on deck again McNichols said the whole watch had jumped him. Speyer pulled a revolver and jumped at Matthews, struck the latter and cut his scalp open. He then attacked Allen, Smith, Lang and Payne and beat them with the gun. He called on the second officer to help him and attacked every member of the watch.

"Matthews took to his bunk and did not turn out until sent to the hospital by the United States Consul at Sydney. We all complained to the Consul, but the case was quashed. (Signed) H. Bernard, W. Furlong, J. Payne, W. Allen, H. Webb, J. Smith, J. Matthews, J. Lang and C. Anderson."

In defense of the officers of the ship it is claimed that the men were unready and had to be disciplined. The testimony given before the Consul was not sufficient to convict. The case of the old sailor, A. Anderson, may let some light on the subject.

## NOTANDA.

## CALENDAR.

Meteorological means based on ten years' observations to 1885.  
Barometer ..... 29.97  
Thermometer ..... 80.5  
Humidity ..... 81  
Rainfall ..... 15.07

## TO-DAY.

Barometer ..... 29.81  
Thermometer ..... 85  
Humidity ..... 74  
Rainfall ..... 0.07

## TO-MORROW.

Saturday, 12th June, 1897. (Ember Day.)  
Chinese—13th of 5th moon of 23rd year of Kwoong-shi.  
National Fete of Kwong Tai, god of war, and of his son General Kwong.

Jewish—12th Sivan, 5657.  
Mohammedan—11th Muharram, 1315.  
Sun—Rises ..... 5hr. 17min.  
Sets ..... 5hr. 18min.  
High water—Morning ..... 6hr. 18min.  
Afternoon ..... 7hr. 57min.  
Low water—Morning ..... 1hr. 50min.  
Afternoon ..... 1hr. 50min.

## ANNIVERSARIES.

1844—Sir Henry Pottinger left this Colony for Europe.  
1872—First railway in Japan opened.  
1885—The s.s. *Marborough* lost near Hainan Head.

1896—H.M.S. *Centurion* grounded in Shimonoseki Straits.

## TO-MORROW.

Sunday, 13th June, 1897. (Holy Trinity.)  
Chinese—14th of 5th moon of 23rd year of Kwoong-shi.  
Jewish—13th Sivan, 5657.  
Mohammedan—12th Muharram, 1315.

Sun—Rises ..... 5hr. 17min.  
Sets ..... 5hr. 18min.  
High water—Morning ..... 6hr. 18min.  
Afternoon ..... 7hr. 57min.  
Low water—Morning ..... 1hr. 50min.  
Afternoon ..... 1hr. 50min.

## ANNIVERSARIES.

1841—Death of Sir Humphrey Le Fleming, Seneschal at Hongkong.  
1875—British steamer *Cockatoo* fired into and captured by the Chinese Customs cruiser *Peng-sha-ho*.

1891—Imperial Edict issued condemning attacks on foreigners.

## CHURCH SERVICES.

St. John's Cathedral.—Communion, 7 a.m., 11 a.m., 5 p.m., 7 p.m., 9 p.m.  
Roman Catholic Cathedral.—Mass at 6 a.m., 7 a.m., 8 a.m. and 9 a.m. Benediction, 5 p.m.

Union Church.—Services, 11 a.m. and 6 p.m.  
German Methodist Church, West Point.—Morning Service, 11 a.m.

St. Francis Church, Wanchai.—Mass (Chin.), 6 a.m., (Port.) 7 a.m. Benediction, 5 p.m.  
St. Joseph's Church, Garden Road.—Morning Service, 8 a.m.

St. Anthony's Chapel, West Point.—Mass, 8 a.m. and 4 p.m.  
St. Peter's Roman Church.—11 a.m. and 6 p.m.

## SHARE MARKET.

## LATEST QUOTATIONS.

Hongkong, Canton & Macao Steamboat, \$35;  
Indo China, \$47; China Sugar, \$142; Luzon Sugar, \$142; Pampanga, \$7; Balmora, \$1.80;  
Rangoon, \$28; (A) \$22; Hongkong & Kowloon Wheat, \$6.5; Canton Lands, \$17;  
Hongkong Hotel, \$4; Watson, \$12.50; \$90, 12; Soy Check, 11s. 60c.

## SHIPPING AND MAIL NEWS.

## MAILS DUE.

American (China) 14th inst.  
Tacoma (Olympia) 16th inst.  
Indian (Avonport) 16th inst.  
Australian (Yamashiro Maru) 18th inst.  
French (Maurice) 19th inst.  
German (Olt) 20th inst.  
American (Empire) 21st inst.  
Australian (Chungking) 21st inst.  
English (Hawapore) 26th inst.  
German (Sachsen) 27th inst.

THE D. D. R. steamship *Delta*, from Hamburg left Singapore for this port yesterday, and may be expected here on or about the 17th inst.

THE Mutual Line steamship *Chingwa*, from Swatow, Canton and Liverpool, passed the Canal on the 1st inst. and may be considered due at Singapore on or about the 18th.

THE Mutual Line steamship *Myosna*, from Glasgow and Liverpool, passed the Canal on the 10th inst. and may be considered due at Singapore on or about 29th.

## SHIPPING RETURNS.

From 6 p.m. yesterday to 5 p.m. to-day.  
ARRIVALS.

Talchoong ..... steamer, from Deli  
Mafco ..... " " Canton  
Poochow ..... " " Shanghai  
Loyal ..... " " Canton  
Waiyang ..... " " Canton  
Independent ..... " " Samaratang

Aggregating 5,282 tons register.

## DEPARTURES.

Poochow ..... steamer, for Canton  
Talchoong ..... " " Swatow  
Krim ..... " " Canton  
Loongmoon ..... " " Shanghai  
Algon ..... " " Kobe  
Glorious ..... " " Shanghai  
Canton ..... " " Shanghai  
Ravenna ..... " " Shanghai  
M. Baginham ..... " " Singapore  
Sunda ..... " " Amoy  
Formosa ..... " " Amoy  
Talaris ..... " " Saigon  
Haitian ..... " " Nagasaki  
Orizaba ..... " " Shanghai  
Ozama ..... " " Singapore  
Hydaspes ..... " " Singapore

Aggregating 15,260 tons register.

## HONGKONG AND WHAMPOA DOCK RETURNS.

Rena Christi ..... in Kowloon Dock.  
Beng ..... " " " "  
San Yagun ..... " " " "  
Prof ..... " " " "

## PASSED THE CANAL.

OUTWARD.—12th May—*Imperatrix*, St. Ronald, 14th May—*Della*, 18th May—*Attila*, *Glorious*, *Fortuna*, 21st May—*Myrmidon*, *Polyphemus*, *Prism*, *Queen Adelaide*, *Arara*, 24th May—*Bulwark*, 28th May—*Malacca*, *Blue Cross*, *Lawrence*, 31st June—*Chingwa*, *Myosna*, *Voltaire*, 11th June—*Bismarck*, *Toulon*, *Ankanda*, *Blind*, *Lyon*, 18th June—*Nile*, *Sachsen*, 14th June—*Bismarck*, *Ernst Simon*, *Myosna*, *Yara*, *Hanulani*, *Disenklira*.

HOWARD—4th June—*Hylla*, *Colong*, 6th June—*Panfil*.

## CUSTOMS NOTIFICATION.

No. 164.

VESSELS proceeding to the WEST RIVER PORTS under the NEW TREATY must conform to the following Regulations:—  
Vessels from Canton are to proceed by HUI Passage, Salwan Channel, Tailing Channel and Junction Channel, entering the West River at Flat Cliffs.

Vessels from Hongkong, &c. are permitted access to the West River only by either Wang-mun or Motomun, and will be required to report on both inward and outward trips at either Capsulmen (Kowloon Customs Station) or Mongchoo (Lappa Customs Station). Those going via Wangmun must take the Kerr Channel and Junction Channel, entering the West River at Flat Cliffs.

These are the only routes permitted on the journey inwards or outwards.

(See Admiralty Chart No. 2663.)

By Order of the Inspector General.

E. B. DREW,

Commissioner.

Custom House,  
Canton, 7th June, 1897. (914)

IN THE MATTER OF THE TRADE MARKS ORDINANCES (Nos. 16 of 1873 and 20 of 1895)

AND  
IN THE MATTER OF AN APPLICATION ON BEHALF OF WILKINSON HEYWOOD & CLARK, LIMITED, FOR LEAVE TO REGISTER CERTAIN TRADE MARKS.

NOTICE is hereby given that WILKINSON HEYWOOD & CLARK, LIMITED, carrying on business at No. 7, Caledonian Road, King's Cross, in the City of London and at Victoria in the Colony of Hongkong and elsewhere have, on the 6th day of May, 1897, applied to His Excellency the Governor of Hongkong for leave to register certain TRADE MARKS in the Register of Trade Marks in the Office of the Colonial Secretary for the Colony of Hongkong, in the Name of the said Company. The said Trade Marks have been or are intended to be used in respect of OILS, PAINTS, COLOURS, VARNISHES and FRENCH POLISH Manufactured and Sold by the said WILKINSON HEYWOOD & CLARK, LIMITED.

Facsimiles of the said TRADE MARKS can be seen on application at the Office of the Colonial Secretary for the Colony of Hongkong or to the Underigned.

Dated the 15th day of May, 1897.  
JOHNSON, STOKES & MASTER,  
Solicitors for  
WILKINSON HEYWOOD & CLARK, LIMITED.

IN THE MATTER OF THE TRADE MARKS ORDINANCES (Nos. 16 of 1873 and 20 of 1895)

AND  
IN THE MATTER OF THE APPLICATION OF LO CHEONG, OF TAI PING BRIDGE, CANTON, IN THE EMPIRE OF CHINA, THE DEALER, FOR LEAVE TO REGISTER CERTAIN TRADE MARKS.

NOTICE is hereby given that LO CHEONG, of Tai Ping Bridge, Canton, in the Empire of China, carrying on business at No. 1, Pao Kee, as a TEA DEALER here,

## Intimations.

## "ESSETS"

DISINFECTING FLUID.

## "ESSETS"

DISINFECTING POWDER.

## "ESSETS"

DISINFECTING SOAP AND TOILET PREPARATIONS.

One gallon of "ESSETS" Fluid is sufficient to make 1,000 gallons of Disinfectant.

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STAMPED ARTICLESMILITARY  
EQUIPMENT

Apply to Messrs DODWELL CARLILL &amp; Co., Agents for M. OPPENHEIMER &amp; Co., Paris

## Auction.

GOVERNMENT NOTIFICATION.  
No. 221.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot on

MONDAY, the 14th day of June, 1897, at 4 P.M., are published for general information.

By Command, J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 29th May, 1897.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 14th day of June, 1897, at 4 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 999 Years.

## PARTICULARS OF THE LOT.

No. of Lot.	Locality.	Boundary Measurements.			Contents in Square feet.	Annual Rent.	Upset Price.
Regist. No.		ft.	ft.	ft.			
Island Lot No. 1414.	Bozen Rail North of the Rock.	245	600 113	308	36,616 sq. ft.	\$1,000	14,400
						\$4,116	

## To be Let.

TO LET.

FURNISHED.

TWO ROOMS in the KOWLOON HOTEL.  
Apply to NEW VICTORIA HOTEL, Hongkong, 1st June, 1897.

TO LET.

NO. 27, CAINE ROAD, 7 Rooms and Out-houses.  
No. 8, BONHAM ROAD—NULLAH SIDE, 8 Rooms, Out-houses and Garden.  
Apply to DAVID SASSOON, SONS & Co., Hongkong, 31st May, 1897.

TO LET.

DWELLING HOUSES—  
HOUSES in RIFON TERRACE, "HARFORD," at MAGAZINE GAP, "THE KENNELS," in MAGAZINE GAP, No. 29, ELGIN STREET, FLOORS in STANTON and ELGIN STREETS.  
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd., Hongkong, 9th June 1897.

TO LET.

THE BUILDING known as "THE HONGKONG CLUB," HONGKONG, From the 1st AUGUST, 1897.  
Apply to MATHEW J. D. STEPHENS, Solicitor for Owner, Hongkong, 5th April, 1897.

## Consignees.

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"CANTON."

FROM LONDON, SUEZ AND STRAITS.  
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.  
This vessel brings on Cargo—  
From Madras, ex S.S. *Secundra*,  
Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.  
Goods not cleared by the 16th instant at 4 P.M. will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.  
H. A. RITCHIE, Superintendent, Hongkong, 10th June, 1897.

TO LET.

THE BUILDING known as "THE HONGKONG CLUB," HONGKONG, From the 1st AUGUST, 1897.  
Apply to MATHEW J. D. STEPHENS, Solicitor for Owner, Hongkong, 5th April, 1897.

## Consignees.

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"RAVENNA."

FROM BOMBAY, COLOMBO AND STRAITS.  
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.  
This vessel brings on Cargo—  
From London, ex S.S. *Australia*,  
From Gibraltar, ex S.S. *Shannon*,  
From Persian Gulf, ex S.S. *Allyria*, *Kapoor*, *hala* and *King Arthur*.  
Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.  
Goods not cleared by the 17th instant at 4 P.M. will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.  
H. A. RITCHIE, Superintendent, Hongkong, 11th June, 1897.

TO LET.

THE BUILDING known as "THE HONGKONG CLUB," HONGKONG, From the 1st AUGUST, 1897.  
Apply to MATHEW J. D. STEPHENS, Solicitor for Owner, Hongkong, 5th April, 1897.

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No Fire Insurance will be effected by me in any case whatever.  
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.  
H. A. RITCHIE, Superintendent, Hongkong, 11th June, 1897.

## Masonic.

PERSEVERANCE LODGE OF  
HONGKONG, No. 1,165.A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, on WEDNESDAY, the 16th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend.  
Hongkong, 10th June, 1897.

## Shipping.

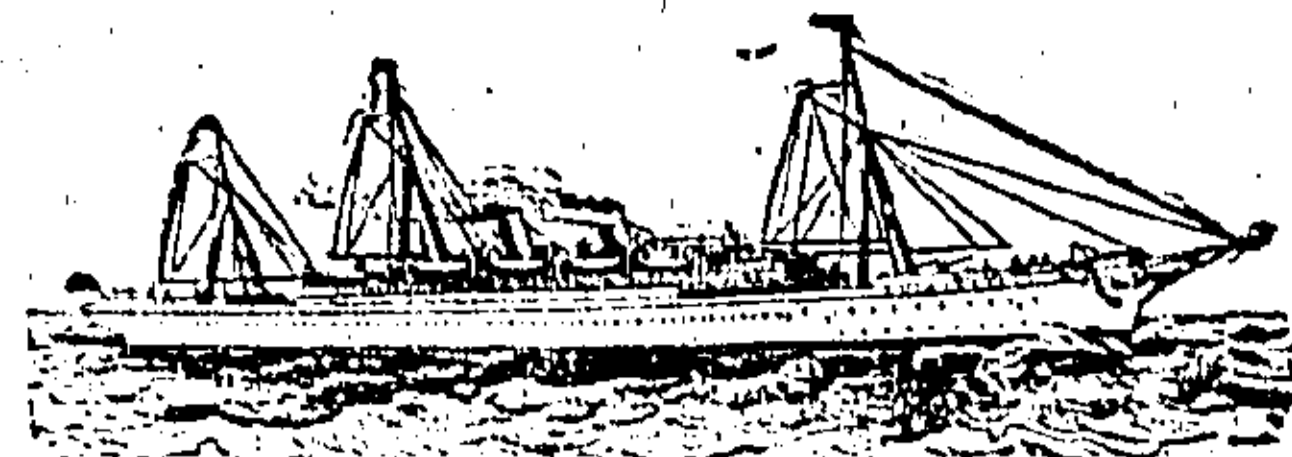
## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND FOOCOW.THE Company's Steamship  
"HAITAN,"  
Captain J. S. Roach, will be despatched for the above Ports TO-MORROW, the 13th instant, at Noon.  
For Freight or Passage, apply to DOUGLAS LAFFRAIK & Co., General Managers, Hongkong, 12th June, 1897.CHINA NAVIGATION COMPANY, LIMITED.  
FOR SHANGHAI.  
THE Company's Steamship  
"PAKHOI,"  
Captain Stott, will be despatched as above on MONDAY, the 14th instant, at 4 P.M.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 11th June, 1897.INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Company's Steamship  
"SUISANG,"  
Captain Galsworthy, will be despatched as above on TUESDAY, the 15th instant, at 3 P.M.  
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers, Hongkong, 10th June, 1897.THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.  
FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL.  
THE Company's Steamship  
"HYSON,"  
John S. Hogg, Commander, will be despatched as above on or about the 17th instant.  
For Freight, etc., apply to HOLLIDAY, WISE & Co., Agents, Hongkong, 3rd June, 1897.OCEAN STEAMSHIP COMPANY.  
FOR LONDON, VIA SUEZ CANAL.  
THE Company's Steamship  
"ULYSSES,"  
Captain Brown, will be despatched as above on THURSDAY, the 17th instant.  
For Freight, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 3rd June, 1897.INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR TIENTSIN (DIRECT).  
THE Company's Steamship  
"TAKSANG,"  
Captain Ralph, will be despatched as above on SATURDAY, the 19th instant, at Noon.  
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers, Hongkong, 11th June, 1897.CHINA NAVIGATION COMPANY, LIMITED.  
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.  
THE Company's Steamship  
"TAIWAN,"  
Captain Moore, will be despatched on SATURDAY, the 19th instant, at 3 P.M.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.  
A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
Return Tickets issued by this Company to and from AUSTRALIA are available for return by Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 4th June, 1897.NIPPON YUSEN KAISHA.  
JAPAN-AUSTRALIA LINE.  
MONTHLY SERVICE.  
(Under Mail Contract).  
FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.  
THE Company's Steamship  
"TOKIO MARU,"  
Captain E. S. Barton, will be despatched for the above Ports on THURSDAY, the 24th inst., at Noon.  
This Steamer is fitted with Superior Passenger Accommodation and a daily qualified Doctor is carried.  
For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents, Hongkong, 11th June, 1897.SAILING VESSEL.  
FOR SAN FRANCISCO.  
"THE 100 A' British Ship"  
"FALLS OF DEE,"  
Lock, Master, shortly expected, will load here for the Port of San Francisco and will have quick despatch.  
For Freight, apply to SHEWAN, TOMES & Co., Agents, Hongkong, 4th February, 1897.

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 30th June.

EMPRESS OF JAPAN...Comdr. H. Fybus, R.N.R...WEDNESDAY, 21st July.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 11th Aug.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 13 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, General Agent, Piddar's Street, 13

Hongkong, 9th June, 1897.

OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 17th June, at Noon.

Belyle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 6th July, at Noon.

C